

Abstract

A fuel injection system for an internal combustion engine, in particular a diesel engine, having at least two cylinders, the
5 fuel injection system including at least two actuator elements, and one actuator element being assigned to each cylinder for injecting fuel into the cylinder, and the fuel injection system having an injection-regulating system for monitoring and/or resolving a conflict during triggering of
10 the actuator elements, is characterized by the fact that the injection-regulating system triggers the actuator elements earlier and/or later or not at all as a function of the charging and/or discharging edges of the injection elements during injections.

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